

# WALDO DISTRICT

## STREETSCAPE ENHANCEMENT PLAN





ACKNOWLEDGMENTS

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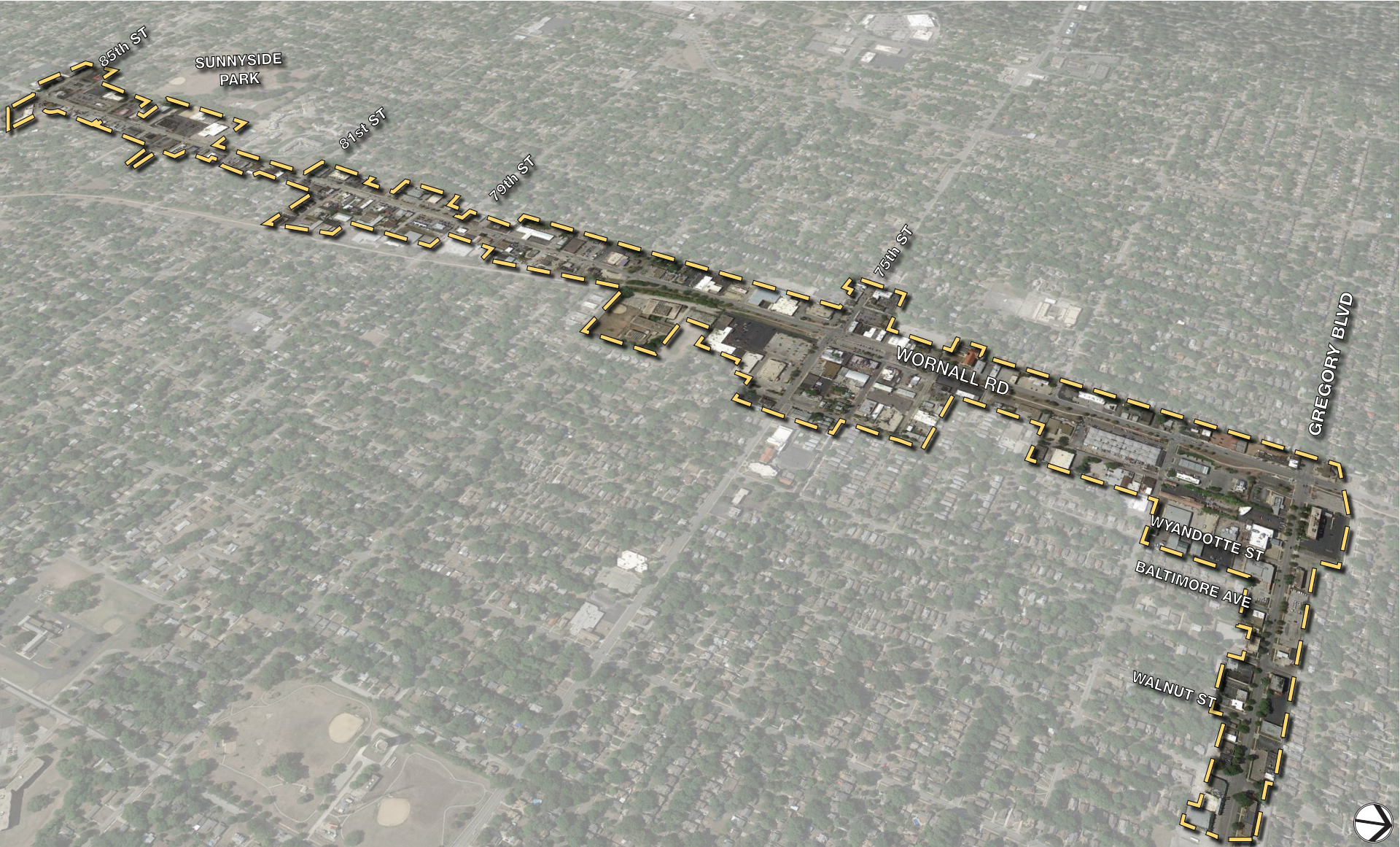
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1.01 Aerial View-Waldo Community Improvement District

INTRODUCTION

The Waldo area is a bustling, close-knit community that includes an eclectic mixture of residential neighborhoods, shops, restaurants, bars, and services. In 2007, the Waldo Area Business Association formed the Waldo Community Improvement District (CID) to make the Waldo District a better place to shop, work, and live. Property owners approved the CID in July of 2009 for the purpose of supporting activities and improvements within the district.

The Waldo District study area follows the established boundaries of the CID, and is primarily focused along Wornall Road from just north of Gregory Boulevard (71st Street) to just south of 85th Street, and along Gregory Boulevard from just west of Wornall Road to just east of Oak Street. There are numerous residential neighborhoods and commercial uses within the Waldo area. Both Wornall Road and Gregory Boulevard serve as primary transportation corridors within the Waldo District, connecting it to other adjacent areas of Kansas City, Missouri.

The Waldo District currently includes a unique blend of commercial building types, architectural character, and varying site improvements and conditions. As such, the visual appearance of these corridors and their respective streetscape elements is widely varied. With the exception of recent District gateway monument improvements located along Wornall Road at 75th Street and at Gregory Boulevard, it is not easy to discern where the Waldo District is located.

This streetscape enhancement planning effort was envisioned to improve and reinforce the identity of the Waldo District, and to continue building on the CID's recent efforts to further enhance Waldo's unique sense of place.



BACKGROUND + PURPOSE

In 1828, Dr. David Waldo purchased 1,000 acres of land located on both sides of what is now Wornall Road and extending from 63rd Street on the north to 75th Street on the south. Dr. Waldo was a physician but also farmed a portion of the land and engaged in several business enterprises including the operation of a stage coach used for mail delivery. These business ventures resulted in the establishment of the town of Waldo at the southern edge of Dr. Waldo’s land.

In the 1860’s a rail line was established between Westport and Dodson, with a main stop located in Waldo. This Westport - Dodson Interurban Transportation Line was key to the success of Waldo as a commercial district. In the 1880’s the community developed into an entertainment destination with a race track and a variety of bars, night clubs, dance halls and honky-tonks. When the rail line was converted to street cars in 1907, a brick station was built at the Waldo location, and it became known as the Grand Central Station of Waldo. During this time Waldo developed as a suburban residential area for Kansas Citians who desired an escape from the urban core. To serve these new residents a number of small businesses were established. To capitalize on the economic benefits of the commercial district at 75th and Wornall, Waldo was annexed by Kansas City in 1909, which pushed the southern city limit from 49th Street to 77th Street, and, later to 85th Street.

As the growth continued, the Waldo area became a main traffic artery of south Kansas City and is now primarily auto-oriented. Today, much of Waldo is a neighborhood friendly area comprised primarily of single family residential with a mix of commercial development located along Wornall Road.

The Waldo Area Plan was prepared by the Kansas City, Missouri City Planning and Development Department, was approved by the Kansas City Missouri City Council on February 11, 1999 and was later amended on March 16, 2000. The purpose of the plan was to “maintain the quality and character of the Waldo area and to ensure that redevelopment respects the important history, commercial character, and residential integrity that already exist in the Waldo area.”

Since the Area Plan was completed, the Waldo CID has completed several site improvements and enhancements including a new gateway marker on the east side of Wornall at Gregory Boulevard and new bike racks at several locations throughout the corridor. These improvements are intended to compliment the previously installed brick and stone gateway marker at 75th and Wornall and the metal ‘Welcome to Waldo’ sign located on the northwest corner of Wornall at 85th Street.

Utilizing a series of interactive meetings with members of the Waldo District Streetscape Design Task Force, this plan was created to serve as a guide for enhancing the visual character of these corridors. The intent of this plan is to create a more consistent overall appearance and sense of District identity, while still maintaining the area’s unique charm and eclectic sensibilities. The following goals was developed early in the planning process to guide these improvement efforts:

STREETSCAPE ENHANCEMENT GOALS:

- Serve as a comprehensive guide for future streetscape improvements within the Waldo District
- Develop a distinctive and consistent District image while also complimenting the improvements already in place
- Enhance the appearance of the public rights-of-way in collaboration the City of Kansas City, Missouri
- Provide concept-level opinions of probable cost to assist in budgeting for future implementation

The recommendations outlined in this document are provided for guiding future planning and streetscape design direction purposes. As specific improvement projects, construction phases, and corridor revitalization opportunities are identified and funded, additional design and engineering assistance will be necessary to further refine these recommendations and adapt them to site-specific conditions within the Waldo District.



1.02 Wornall Road Paving Crew, looking north from 84th, 1952

Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri



1.03 Country Club Line Car near 75th and Wornall, 1955

Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri



1.04 Waldo Shopping Area at 75th and Wornall, 1961

Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri



EXISTING CONDITIONS

Prior to initiating the planning process, existing site conditions were reviewed to provide a “snapshot” of the project area. The purpose was to provide an understanding of how the area is used today as well as to determine which elements contribute to the look and feel of the Waldo District.

Waldo has been improving the sense of place within the community for a number of years, evidenced by several gateway enhancements installed at key intersections throughout the area (Wornall at 71st, 75th and 85th). Each of these gateways, however, is unique and designed with varying scales, colors, and materials. The visual display of the letters spelling Waldo also varies, and does not currently convey a simple or unifying “brand” for the Waldo District.

Throughout the corridor, sidewalk conditions vary - but along much of Wornall and Gregory these sidewalks have recently been replaced and strip of turf now occurs between the back of curb and sidewalk. The width of sidewalks and turf varies. Sidewalk conditions include several intersections and curb conditions without ADA curb ramps. Numerous driveway aprons pose safety concerns for pedestrians and, in several areas, retail parking in front of buildings conflicts with the sidewalk.

The Trolley Track Trail runs along the east side of Wornall Road, roughly parallel to the roadway between 71st to just south of 75th Street before it heads east and is separated from the roadway by vegetation, businesses and homes.

On-street parking (both angled and parallel) occur in limited locations along the corridor. These areas tend to be those with a high concentration of service-oriented businesses.

Overhead power lines in the project area are readily visible and detract from the aesthetic appearance. Standard “Cobra” style street lights on metal poles only occur along a portion of the corridor along Wornall north of 76th Street and along Gregory. In many locations, street lights are located on wooden utility poles. The location of poles (one side of the street or both) varies throughout the corridor. With the exception of the block of Wornall between Gregory and 72nd Street, and Gregory between Grand (Rockhill) and Oak, these corridors currently contain streetlights on only one side of the street.

Traffic signals occur at the intersections of Gregory and Oak; Wornall and Gregory; Wornall and 72nd; Wornall and 75th; Wornall and 79th; and Wornall and 85th. Painted pedestrian crosswalks are located at the signalized intersections as well as

at 74th Street, 74th Terrace and 81st Street along Wornall and at the intersection of Main Street and Gregory as well as mid-block on Gregory between Wyandotte and Baltimore.

Several KCATA bus routes operate on or adjacent to Wornall. At the time of the study, approximately 20 bus stops were located along Wornall and a large KCATA park and ride facility is located on the east side of Wornall at 74th Street.

There are a variety of public signs that line the edge of the street. Although many are necessary, some are redundant, which makes them hard to understand and can contribute to visual clutter. In addition, numerous signs of various sizes, colors, materials and heights are used to identify area businesses, and several billboards are located along Wornall Road either on the road side or mounted to buildings.



1.05 Waldo Existing Conditions



In 2012, the Waldo Area Business Association/Waldo CID Board selected Confluence to assist them in creating the Waldo District Streetscape Enhancement Plan. The intent of the plan is to guide future enhancement efforts in the Waldo District with an emphasis on streetscape improvements.

At the beginning of the planning process, a meeting was held with the Waldo CID Board members to introduce the project and gain an understanding of the opinions about the area and desires for improvement. Participants were asked to list words to describe their vision of Waldo today as well as their vision of Waldo in the future. Those responses were compiled into an illustrative display, included in this document as Figure 2.01.

After this meeting, a Streetscape Task Force comprised of District property owners, business owners, city staff, public officials and citizens was formed. Working collaboratively with the Task Force, the design team identified a wide range of issues and opportunities associated with the area and began exploring the scope of the anticipated improvements.

Throughout the planning process, the task force participated in numerous design exercises to gain a deeper understanding of the committee's varied opinions about the area, their desires for improvement, and their preferences for specific design solutions and aesthetic characteristics. Task Force meetings were designed to promote open dialogue between all participants and the design team to fully understand and integrate their vision into the enhancement plan's recommendations.

These recommendations are organized into two categories: horizontal improvements and vertical improvements. Horizontal improvements include anticipated changes to streets, sidewalks, driveways, underground utility infrastructure, and pedestrian crosswalks. Vertical improvements include elements above ground such as street lights, pedestrian lights, utility poles and overhead wires, trees, site furnishings, signage, and other visible amenities.



## WALDO - TODAY



## WALDO - FUTURE

## 2.01 Visioning Wordles



## 2.02 Dot Exercise



### 2.03 Task Force Meeting # 1 (01.04.2013)



## 2.04 Task Force Meeting #2 (02.15.2013)



WALDO DISTRICT - STREETSCAPE ENHANCEMENT PLAN

TASK FORCE MEETING

January 4, 2013

CONFLUENCE

1. Please indicate your level of support for the proposed intersection hierarchy. A circle on 10 would indicate strongly agreeing with the proposed intersection hierarchy.

012345678910

No SupportStrong Support

2. Are there any changes needed to the hierarchy? If so, please describe.

Just 77th Street still the wild card

Rockhill and Gregory should be upgraded to Secondary

What about 85th Street?

Looks good – 77th – future

I’m not sure a hierarchy should exist in general

3. Please indicate your level of support for including future sidewalk expansion / amenity zones in the masterplan. A circle on 10 would indicate strongly supporting inclusion of future sidewalk expansion / amenity zones in the masterplan.

012345678910

No SupportStrong Support

4. Please indicate your level of support for identifying various sub-districts within the area. A circle on 10 would indicate strongly agreeing with identifying various sub-districts.

012345678910

No SupportStrong Support

5. Please indicate your level of support for including a preliminary concept for the “Waldo Station” District in the masterplan. A circle on 10 would indicate strongly supporting inclusion of the “Waldo Station” concept in the masterplan.

012345678910

No SupportStrong Support

WALDO DISTRICT - STREETSCAPE ENHANCEMENT PLAN

TASK FORCE MEETING

January 4, 2013

CONFLUENCE

1. Please rank the Kit of Part themes in order of preference:

3Retro

4Here’s Waldo

2Traditional

1Scripted

2. Please share any ideas for making your preferred theme even better:

3. Please indicate how important the development of an integrated Waldo “brand” image or logo is for the district. A circle on 10 would indicate you believe the development of an integrated Waldo “brand” image or logo to be very important.

012345678910

Not ImportantSomewhat ImportantVery Important

4. Please select your top five priorities for streetscape elements from the following list, with 1 being your highest priority and 5 being your lowest priority:

5T.Benches (3,2,4,4,5 = 5 RESPONSES)

3Gateway and District Identity Monuments (4,2,1,1,4,1,4,4 = 8 RESPONSES)

5T.Future Streetlight Replacement (1,1,5,1,5 = 5 RESPONSES)

1T.Future Pedestrian Lighting (5,5,1,2,2,3,4,5,3,4,2 = 11 RESPONSES)

Consistent Street Trees (3 = 1 RESPONSE)

Additional Landscape Plantings (5,2,3,2 = 4 RESPONSES)

2Integrated Waldo “Brand” Image/Logo (2,4,2,3,1,4,1,1,1 = 9 RESPONSES)

Litter Receptacles (5,3,2,3 = 4 RESPONSES)

Planters / Pots (5,2,5,2 = 4 RESPONSES)

1T.Expanded Sidewalk / Amenity Zones (3,4,5,4,3,1,5,3,2,3,1 = 11 RESPONSES)

4Bike Racks (4,1,3,5,5,2 = 6 RESPONSES)

2.05 Task Force Meeting #1 Questionnaire (01.04.2013)

SOUTHTOWN COUNCIL | CITY OF KANSAS CITY, MISSOURI | CONFLUENCE

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HORIZONTAL IMPROVEMENTS

Due to the varied conditions and length of these existing corridors, an analysis was performed to identify certain neighborhood districts within the overall study area. Each of these districts has a unique and distinctive sense of place, created through a combination of factors such as architectural character, the mixture of uses and the manner in which people interact with these uses (on-street parking, pedestrian-oriented shops and restaurants, etc.).

The existing intersections within the study area were also analyzed as how they are anticipated to serve the District. A hierarchy of intersection types was also created and applied to the study area to assist in providing a framework for future decision-making and prioritizing specific design treatments and improvement recommendations.

These districts and intersections are incorporated on the Corridor Plan, Figure 3.01.

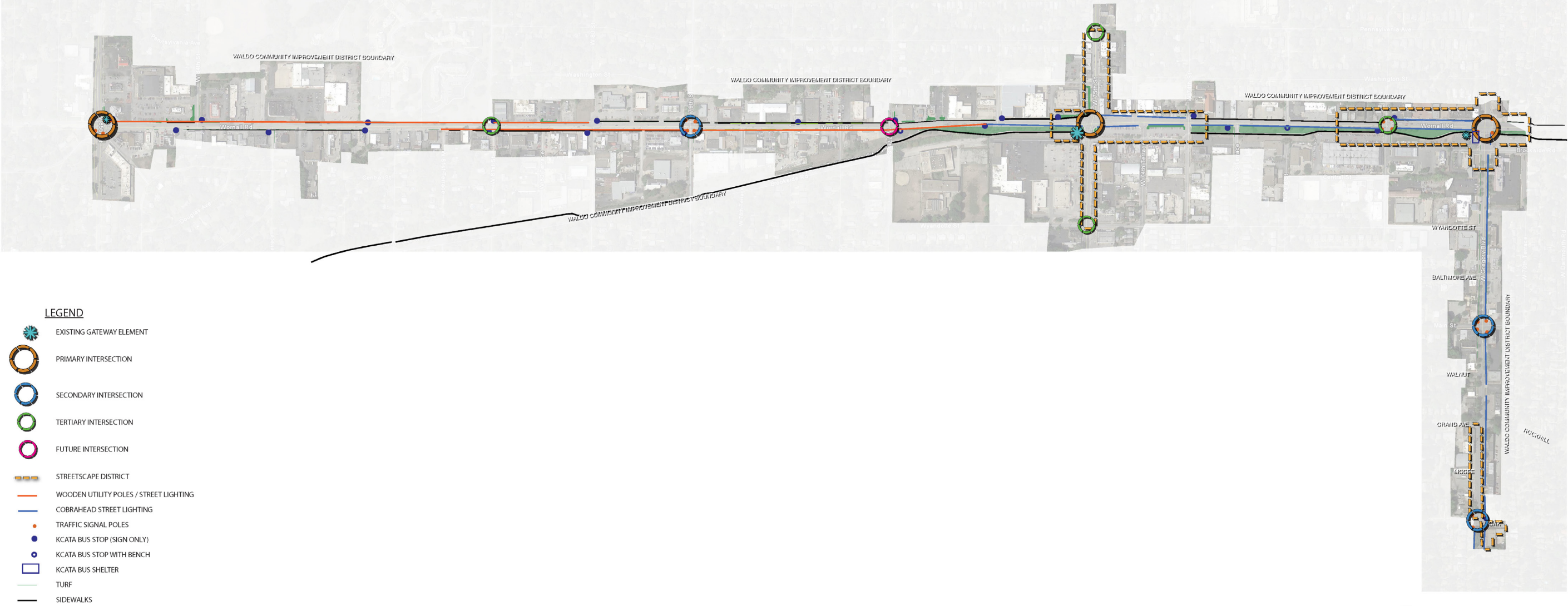
STREETSCAPE DISTRICTS:

While much of the corridor has developed in a manner that is very auto-oriented, there are several areas that are more pedestrian-friendly and comprised of a mixture of restaurants, bars, and service-oriented uses with convenient on-street parking. Most of these areas are located at or near major intersections. These include the 85th and Wornall area, the 75th and Wornall area (which generally serves as the “heart” of the Waldo District), the Romanelli area near Gregory Boulevard and Wornall, and the Gregory Boulevard commercial area from just west of Grand Avenue to just east of Oak Street. To further enhance these

pedestrian-oriented areas, there is anticipated to be a higher level of streetscape enhancements and amenities in these locations. This typically includes elements such as additional sidewalk expansion, amenity zones and more plentiful site furnishings.

INTERSECTION HIERARCHY:

Intersections currently identified with gateway markers, signalized intersections, intersections where frequently traveled cross streets intersect Wornall Road or Gregory Boulevard, and the “gateways” into Waldo have been assigned an intersection hierarchy and will be defined by gateway markers. Various sizes of markers, all sharing similar design elements, are used to define this hierarchy.



3.01 Corridor Plan

EXPANDED SIDEWALK/AMENITY ZONES:

In an effort to provide additional amenity zones and to calm traffic, curb bulb outs are proposed adjacent to on-street parking to ‘recapture’ the areas in which parking is prohibited.

- Curb bulb outs are created by modifying the curb line to extend it into the roadway. These bulb outs benefit the streetscape by:
  - Expanding the sidewalk area which can accommodate additional site furnishings and amenities
  - Reducing pedestrian crossing distance
  - Allows pedestrians and approaching vehicle drivers to see each other when vehicles parked in a parking lane would otherwise block visibility

It is important to note that the curb bulb outs identified have been shown conceptually in areas believed to have little or no conflicting infrastructure costs, negative impacts to traffic flow and that would provide noticeably strong benefits to the corridor. Additional consideration and exploration would be required during the design / construction phases. Considerations could include, but are not limited to, the addition of signage identifying the bulb outs to city vehicle operators.

ACCESS MANAGEMENT AND STREETScape EXPANSION:

Providing a definition of drive aprons at selected auto intensive businesses will increase the sense of safety for pedestrians and allow for a more regular spacing of street and pedestrian lighting. A discussion with affected property owners regarding strategies to define the pedestrian/motorist interaction will need to occur during the design / construction phase.

INFRASTRUCTURE:

Infrastructure should be updated or repaired to the City's standard. Investment in the area's infrastructure and improvement of aesthetics will encourage private investment.

Key infrastructure items include:

- Sidewalk replacement where upgrades have not occurred
- Crosswalk definition (align curb ramps, continental style striping)
- Catch basin repair, upgrade and cleaning

ADDITIONAL CONSIDERATIONS:

Throughout the planning process, task force members identified a variety of issues and areas along the corridor that they felt were in need of improvement. While these issues cannot be resolved as part of this enhancement plan, they should be explored in more detail as investment is made throughout the corridor and as design and construction phases occur.

Issues for further consideration include:

CROSSWALKS:

- The task force expressed concern about the safety and visibility of the mid-block crosswalks that have been installed throughout the corridor. Several of these crosswalks are not utilized as a result of changes in land use or property owners and should be considered for removal. These locations are shown on the concept plans in Appendix A and listed below:
  - Wornall at 74th Street
  - Wornall at 81st Street
- The task force also identified several areas where additional mid-block crosswalks should be explored due to the proximity of bus stops or parking and frequently visited establishments. These locations are shown on the concept plans in Appendix A and listed below:
  - Wornall at 84th
  - Gregory at Grand/Rockhill
- Where mid-block crossings are utilized, high visibility crosswalk treatments such as HAWK beacons (High-Intensity Activated crossWalk beacon) should be considered.

This type of traffic signal is used to stop road traffic and allow pedestrians to cross safely. It is officially known as a “pedestrian hybrid beacon”. The purpose of a HAWK beacon is to allow protected pedestrian crossings, stopping road traffic only as needed. Research has shown motorists’ compliance with the HAWK beacon at up to 97%, higher than with traditional un-signalized crossings. These locations are shown on the concept plans in Appendix A and listed below:

- Wornall at 74th Terrace
- 75th Street at Washington
- Gregory between Wyandotte and Main
- Wornall at 84th (if added)
- Gregory at Grand/Rockhill (if added)

Before any crosswalks can be added or modified, coordination with the City of Kansas City, Missouri Division of Public Works would need to occur. Additional traffic studies and design may be required.

- Trolley Track Trail: The KCATA owned Trolley Track Trail runs parallel to Wornall through much of the corridor. The trail stops at the KCATA's park and ride facility located north of 75th and Wornall and resumes just south of 75th. The task force had concerns about pedestrian safety in this area and desired additional coordination with KCATA for pedestrian considerations.
- In this same area, the park and ride facility and parking for the retail shops that front Broadway are at a lower elevation than Wornall Road. As a result, a jersey barrier and slope have been constructed on the east side of Wornall. These impede pedestrian movement across Wornall and detract from the appearance of Wornall. The task force desires exploration of aesthetic treatments for the barrier as well as improved pedestrian facilities.

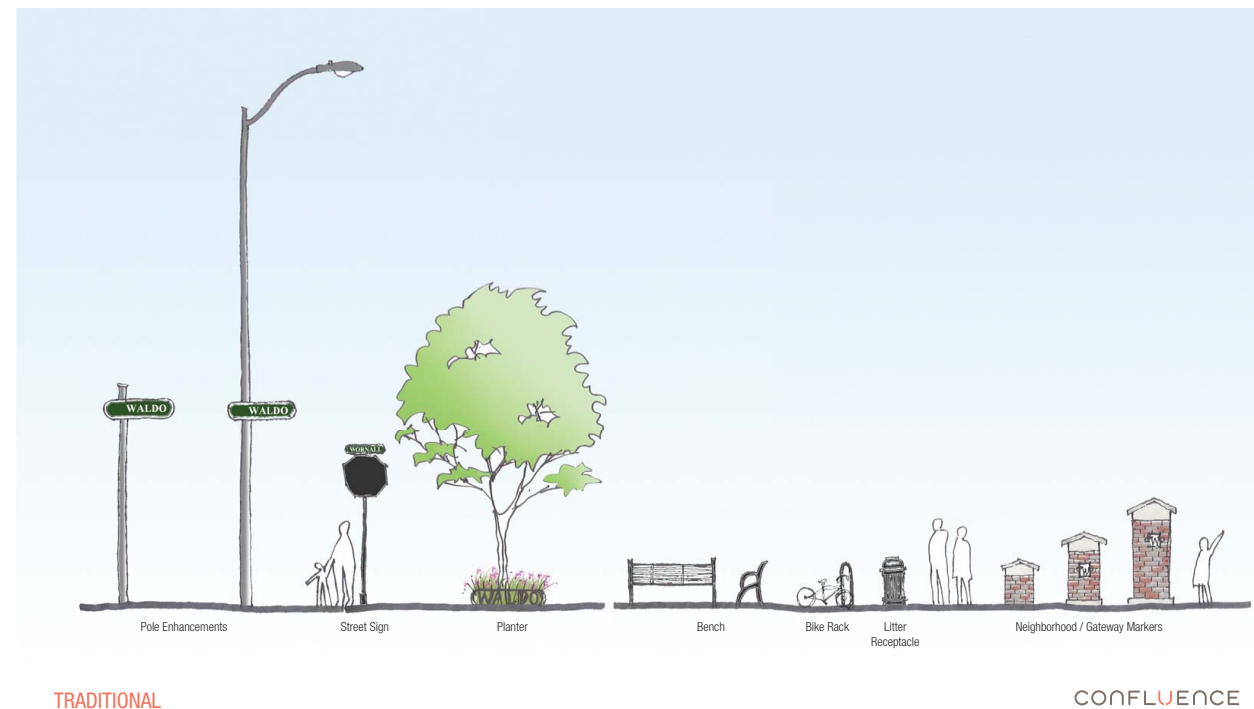
TRAFFIC CALMING:

- Speed Limit: Due to the volume of pedestrian activity in the area resulting from a concentration of retail establishments and schools, the task force also inquired about reducing the speed limit for the stretch of 75th Street from Saint Elizabeth Church to Wornall and west to Washington or Pennsylvania. The City of Kansas City, Missouri completed traffic studies at three sections on 75th Street where the schools, library and businesses are located. Review of the traffic counts conducted on March 13, 2013 shows that the 85th percentile speed of traffic is 37 MPH between Grand and McGee, 36 MPH between Baltimore and Main, and 35 MPH between Pennsylvania and Washington. A 24-hr study conducted on 75th Street between Wyandotte Street and Broadway Road on January 17, 2013 showed that the 85th percentile speed is 31 MPH. The volume of traffic on this segment of 75th Street is average at 12,200 vehicles per day.

Based on these results, the City indicated support to lower the speed limit 35 MPH to 30 MPH on 75th Street from Wyandotte Street to Pennsylvania Avenue but indicated the posted speed limit of 35 MPH on 75th Street between Oak Street and Wyandotte Street should not be reduced. Both Calvary Lutheran and St. Elizabeth schools have school zone speed limit 25 MPH with supplemental flashers during 7:30-9:30 AM and 3-5 PM Mon-Fri.

- Traffic signal coordination: Traffic signal coordination occurs when a group of two or more traffic signals are working together so that cars traveling at the speed limit can make the least number of stops possible and the task force viewed this as another possible way to reduce vehicular speeds.





TRADITIONAL

### 3.02 Kit of Parts - Traditional Theme



SCRIPTED

### 3.03 Kit of Parts - Scripted Theme

## VERTICAL IMPROVEMENTS

### SITE FURNISHINGS + AMENITIES:

A variety of options were explored to develop a recommended streetscape program for site furnishings and pedestrian amenities for the area. These options included design themes ranging from very traditional to contemporary collections of furnishings – which can ultimately assist in defining the new visual character of the area. The collection of furnishings is commonly referred to as a streetscape “kit of parts” which can be utilized to address specific needs and opportunities in the project area.

The Task Force was engaged in evaluating several thematic approaches. Ultimately, the City’s existing thematic gateway enhancements - located at key intersections throughout the community - became guiding elements in shaping the final aesthetic recommendations for the Waldo District streetscape. The committee elected to utilize a design approach that compliments the existing use of brick and stone monuments as well as the recently introduced black and green “Waldo” bike racks.

In support of the desired theme, the provision of additional streetscape furnishings and amenities was explored including new benches, litter receptacles, additional bicycle racks, future pedestrian lighting, future streetlight replacement, additional gateway and district identity monuments, consistent street trees, additional landscape plantings, planters and pots, and integrated Waldo District Identity image/logo elements. The committee assisted in evaluating and prioritizing the need for each of these streetscape elements.

Based on this evaluation, the following streetscape elements were identified as priorities:

- Future pedestrian lighting
- Expanded sidewalk/amenity zones
- Integrated Waldo “brand” image/logo
- Gateway and District Identity Monuments
- Benches and Bike Racks



DISTRICT IDENTITY

Identity is a key marketing tool. Currently there is not one unified “brand” or identity for Waldo. The gateway markers and bike racks introduced along Wornall and Gregory as well as promotional materials used by the local community and merchants utilize a variety of colors, fonts and slogans. A more consistent overall appearance and sense of District Identity should be created while still maintaining the area’s unique charm and eclectic nature.

The first step to building the district identity is to create a strong, timeless logo that is easily understood. The logo must be easily applied to various types of materials and used as a common logo on all marketing and promotional pieces.

Based on the existing gateway markers, the design team developed the “W” logo for use on streetscape elements, wayfinding graphics and marketing pieces. The simplicity of the logo makes it easily used in many ways from shopping bags and stickers for merchants to use on banners, flyers and custom streetscape elements.



4.01 Waldo District Logo

STREETSCAPE ‘KIT OF PARTS’

The recommended palette of site furnishings and pedestrian amenities to be utilized in the Waldo District includes a variety of elements. Street and pedestrian lighting is intended to be provided consistently throughout the corridor with identity markers and site furnishings used to define “key” areas. The final

quantity and location of these elements will need to be determined on a case by case basis during the final design process in order to adapt to existing conditions and future adjacent development opportunities with understanding that the ideal sidewalk ‘clear space’ is 8’.

The ‘Kit of Parts’ for use in the Waldo District is outlined below, and was carefully selected to visually compliment the previous enhancements that have been made

in several areas of the community. Many of these components are elements that can be added incrementally over time throughout the district as budget priorities and funding allows.

Consideration should be given to modifying the existing gateway markers to conform to the proposed Kit of Parts.



**PEDESTRIAN LIGHT**  
Company: Philips Lumec  
Fixture: Domus DMS50  
Pole: RA61  
Color: Black



**BENCH**  
Company: Dumor  
Model: Bench 58 - 6' long with steel seat and center arm  
Color: Black



**LITTER RECEPTACLE**  
Company: Landscape Forms  
Model: Poe Side Opening  
Color: Black



**PLANTER POTS**  
Company: Landscape Forms  
Model: Sorella - various sizes  
Color: Black

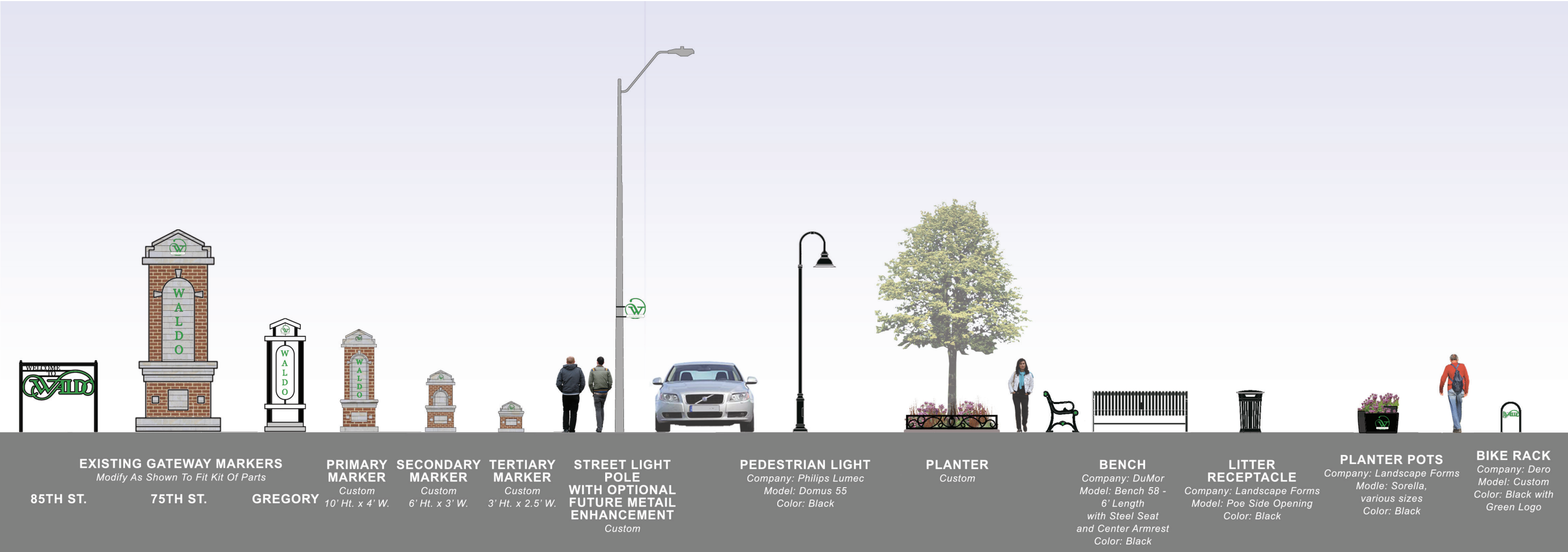


**BIKE RACK**  
Company: Dero  
Model: Custom  
Color: Black and Green



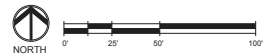
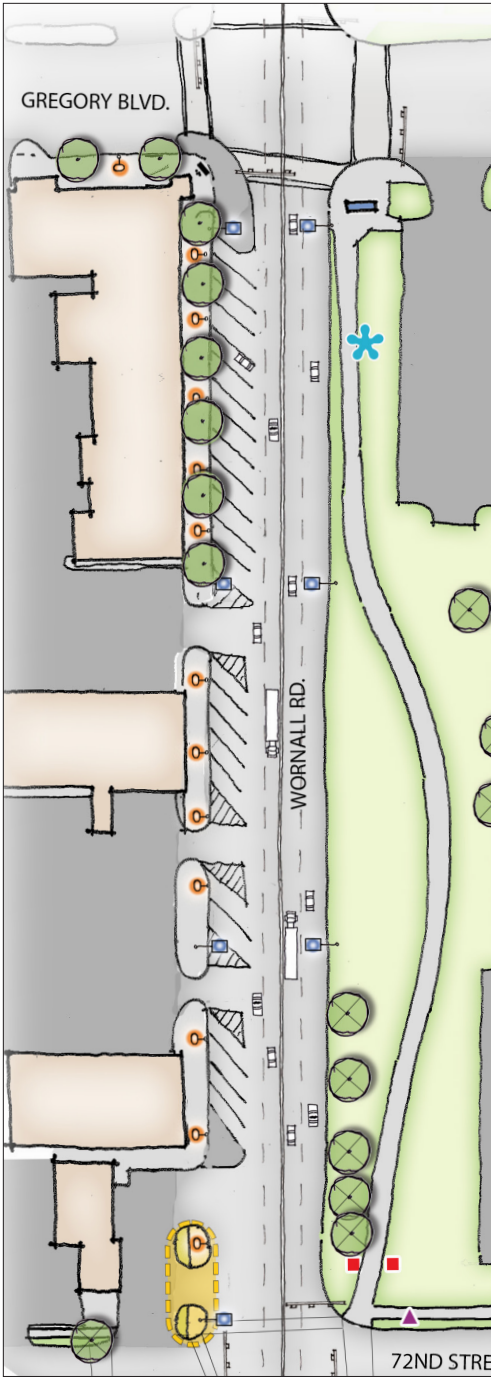
**GATEWAY AND DISTRICT IDENTITY MARKERS**  
Modify existing markers to match “Kit of Parts”  
Primary: 10' Ht. x 4' W.  
Secondary: 6'Ht. x 3' W.  
Tertiary: 3' Ht. x 2.5' W.  
**4.02** Kit of Parts Components

**Disclaimer:** The exact product information is provided as an example, but the design is what was selected, not the exact product. Using an alternative supplier is acceptable, as long as the design is comparable.



4.03 Kit of Parts



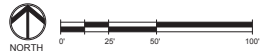
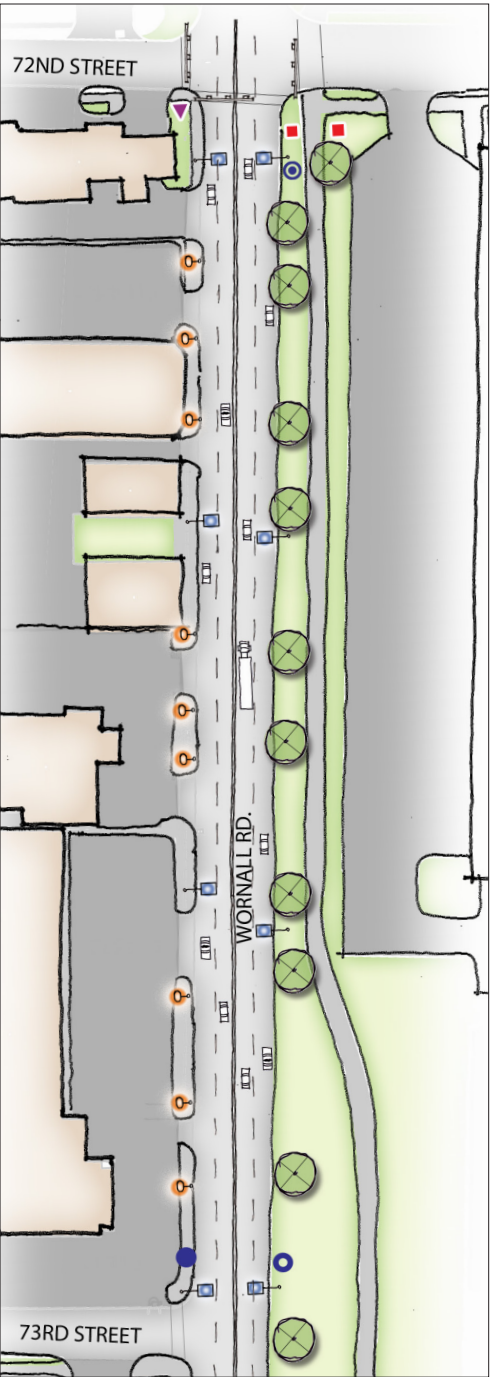


5.01 Concept Plan - Wornall from Gregory - 72nd St

WORNALL ROAD /  
GREGORY - 72ND STREET

Proposed streetscape elements:

- Existing gateway marker at southeast corner of Wornall and Gregory to be modified to fit 'Kit of Parts'
- Expanded sidewalk/amenity zones at southwest corner of Wornall and Gregory
  - Benches
  - Litter Receptacles
  - Planter Pots
  - Bike Racks
- Pedestrian lights along west side of Wornall and south side of Gregory (at retail) and select areas along west side of Wornall
- Street lights along east & west sides of Wornall
- Street trees and planters on west side of Wornall and south side of Gregory to match spacing of existing
- Sidewalk replacement with lighting installation
- Tertiary gateway markers at 72nd Street
- Explore access management and streetscape expansion at northwest corner of 72nd and Wornall

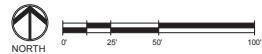
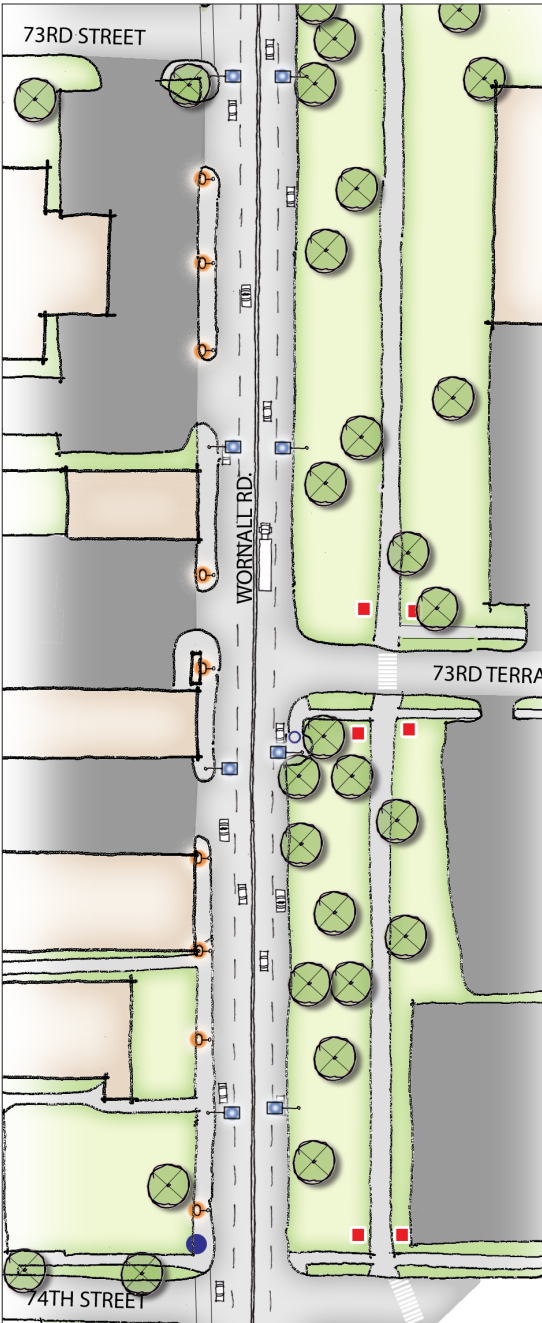


5.02 Concept Plan - Wornall from 72nd St - 73rd St

WORNALL ROAD /  
72ND STREET - 73RD STREET

Proposed streetscape elements:

- Pedestrian lights along west side of Wornall
- Street lights along east & west sides of Wornall
- Sidewalk replacement with lighting installation
- Secondary crosswalk markings at selected locations with properly aligned curb ramps
- Tertiary gateway markers at 72nd Street
- Add benches to existing KCATA bus stops at 72nd St (NB)



5.03 Concept Plan - Wornall from 73rd St - 74th St

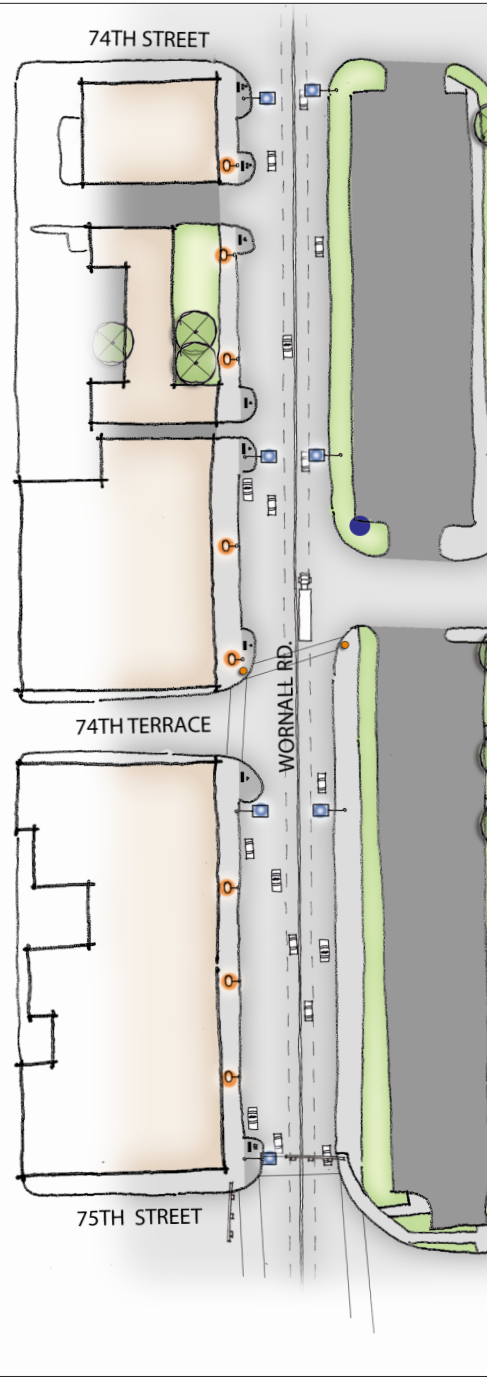
WORNALL ROAD /  
73RD STREET - 74TH STREET

Proposed streetscape elements:

- Pedestrian lights along west side of Wornall
- Street lights on east & west sides of Wornall
- Sidewalk replacement with lighting installation
- Secondary crosswalk markings at selected locations with properly aligned curb ramps
- Consider elimination of crosswalk at 74th Street

**LEGEND**

- EXISTING TROLLEY TRAIL MARKER
- EXISTING GATEWAY MARKER
- RELOCATED GATEWAY MARKER
- PROPOSED PRIMARY MARKER
- PROPOSED SECONDARY MARKER
- PROPOSED TERTIARY MARKER
- PROPOSED STREET LIGHT
- PROPOSED PEDESTRIAN LIGHT
- EXISTING TRAFFIC SIGNAL
- PROPOSED HAWK SIGNAL
- EX. BUS STATION
- EX. BUS STOP SIGN
- EX. BUS STOP SIGN WITH EXISTING BENCH
- PROPOSED BENCH AT EX. BUS STOP SIGN
- PROPOSED STREET TREE
- EXISTING STREET TREE
- PROPOSED STREET TREE IN PLANTER
- POTENTIAL ACCESS MANAGEMENT / STREETScape EXPANSION OPPORTUNITY

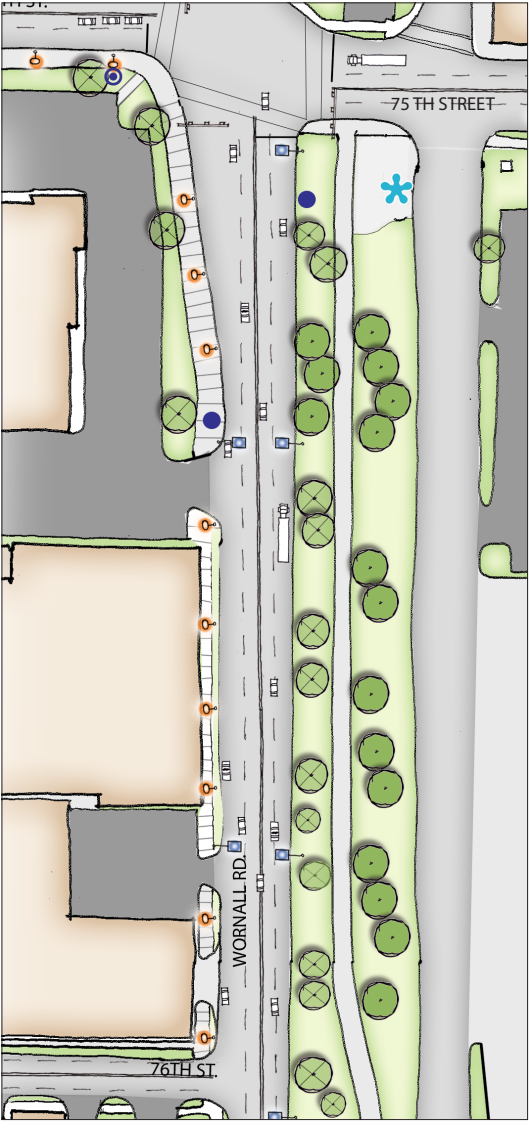


5.04 Concept Plan - Wornall from 74th St- 75th St

WORNALL ROAD /  
74TH STREET - 75TH STREET

Proposed streetscape elements:

- Expanded sidewalk/amenity zones on west side of Wornall
  - Benches
  - Litter Receptacles
  - Planter Pots
  - Bike Racks
- Pedestrian lights along west side of Wornall
- Street lights along east & west sides of Wornall
- Sidewalk replacement with lighting installation
- Secondary crosswalk markings at selected locations with properly aligned curb ramps
- High-Intensity Activated Crosswalk (HAWK) beacon at existing 74th Terrace crosswalk



5.05 Concept Plan - 75th Street -76th Street

WORNALL ROAD /  
75TH STREET - 76TH STREET

Proposed streetscape elements:

- Existing gateway marker at southeast corner of Wornall and 75th St. to be modified to fit 'Kit of Parts'
- Consider replacement of existing bench that serves existing gateway marker and fountain at southeast corner of Wornall and 75th St. to conform with 'Kit of Parts'
- Pedestrian lights along west side of Wornall
- Street lights along west side of Wornall
- Sidewalk replacement on west side of Wornall Road to match recent improvements between 79th Street and 85th Street
- Secondary crosswalk markings at selected locations with properly aligned curb ramps
- Add trees on east side of Wornall to screen parking

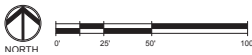
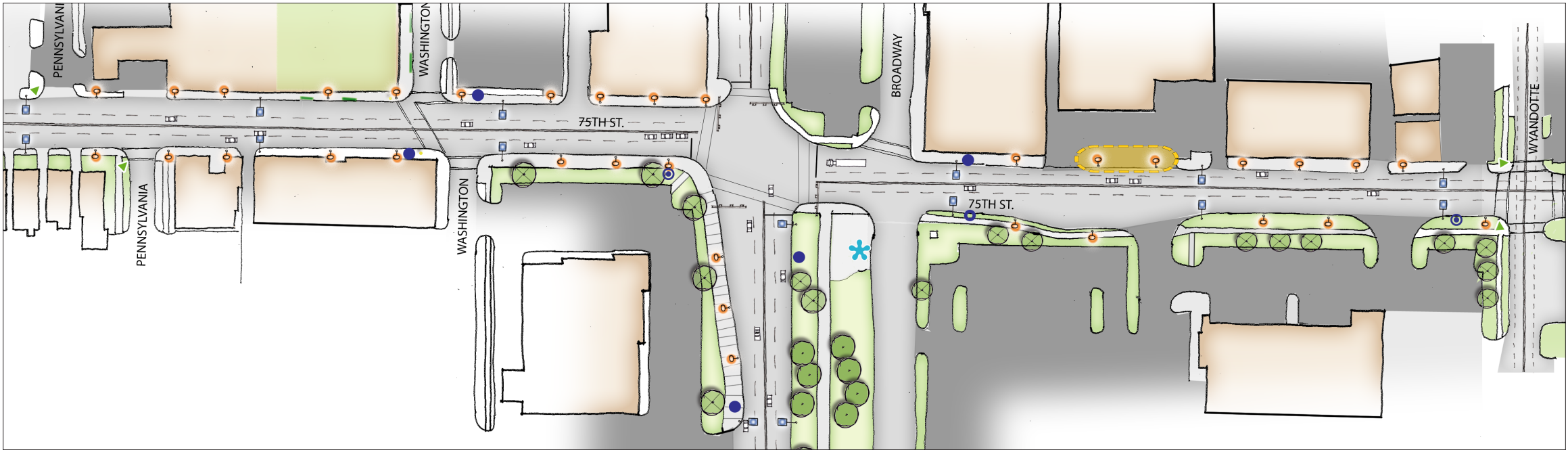
LEGEND	
	EXISTING TROLLEY TRAIL MARKER
	EXISTING GATEWAY MARKER
	RELOCATED GATEWAY MARKER
	PROPOSED PRIMARY MARKER
	PROPOSED SECONDARY MARKER
	PROPOSED TERTIARY MARKER
	PROPOSED STREET LIGHT
	PROPOSED PEDESTRIAN LIGHT
	EXISTING TRAFFIC SIGNAL
	PROPOSED HAWK SIGNAL
	EX. BUS STATION
	EX. BUS STOP SIGN
	EX. BUS STOP SIGN WITH EXISTING BENCH
	PROPOSED BENCH AT EX. BUS STOP SIGN
	PROPOSED STREET TREE
	EXISTING STREET TREE
	PROPOSED STREET TREE IN PLANTER
	POTENTIAL ACCESS MANAGEMENT / STREETScape EXPANSION OPPORTUNITY



75TH STREET /  
PENNSYLVANIA - WYANDOTTE

Proposed streetscape elements:

- Pedestrian lights along north and south sides of 75th Street
- Street lights along north and south sides of 75th
- Sidewalk replacement with pedestrian lighting installation
- Secondary crosswalk markings at selected locations with properly aligned curb ramps
- High-Intensity Activated Crosswalk (HAWK) beacon at existing Washington Street crosswalk
- Secondary gateway markers at Pennsylvania and Wyandotte intersections
- Add trees on east side of Wornall to screen parking lot
- Explore sidewalk connections to retail establishments at southwest and southeast corners of 75th St. and Wornall
- Add bench to southwest corner of 75th St. and Wornall
- Add bench to existing KCATA bus stop at 75th St. & Wyandotte (EB)
- Explore access management and streetscape expansion at 236 W. 75th St.



5.06 Concept Plan - Pennsylvania - Wyandotte

LEGEND

EXISTING TROLLEY TRAIL MARKER

EXISTING GATEWAY MARKER

RELOCATED GATEWAY MARKER

PROPOSED PRIMARY MARKER

PROPOSED SECONDARY MARKER

PROPOSED TERTIARY MARKER

PROPOSED STREET LIGHT

PROPOSED PEDESTRIAN LIGHT

EXISTING TRAFFIC SIGNAL

PROPOSED HAWK SIGNAL

EX. BUS STATION

EX. BUS STOP SIGN

EX. BUS STOP SIGN WITH EXISTING BENCH

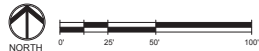
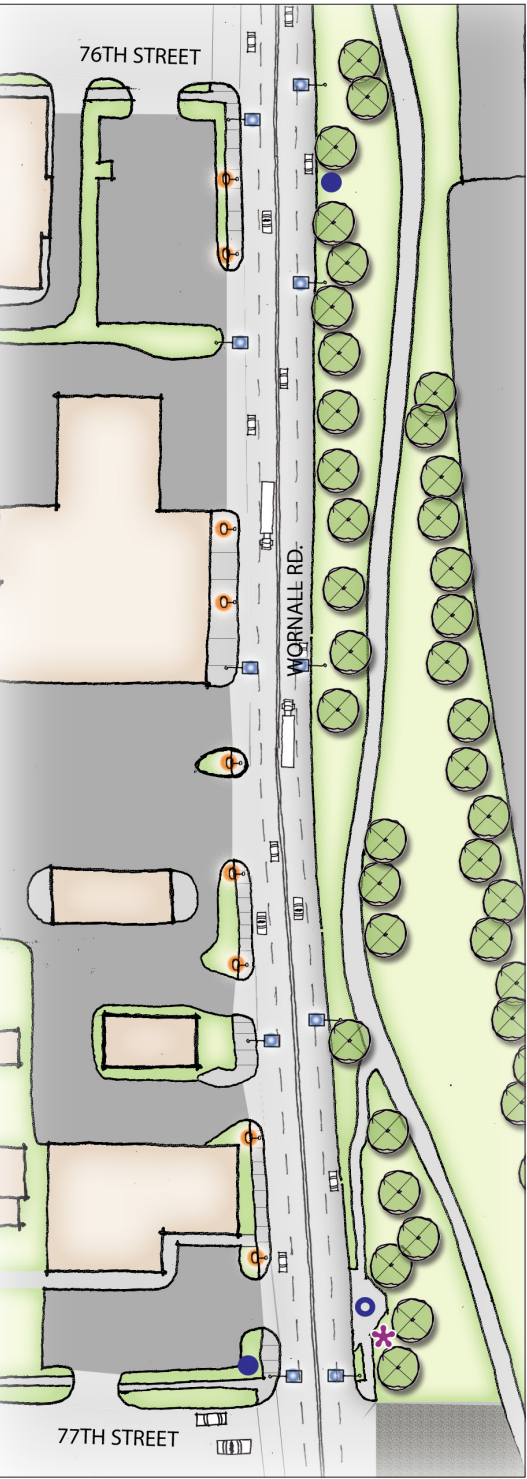
PROPOSED BENCH AT EX. BUS STOP SIGN

PROPOSED STREET TREE

EXISTING STREET TREE

PROPOSED STREET TREE IN PLANTER

POTENTIAL ACCESS MANAGEMENT / STREETScape EXPANSION OPPORTUNITY

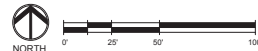
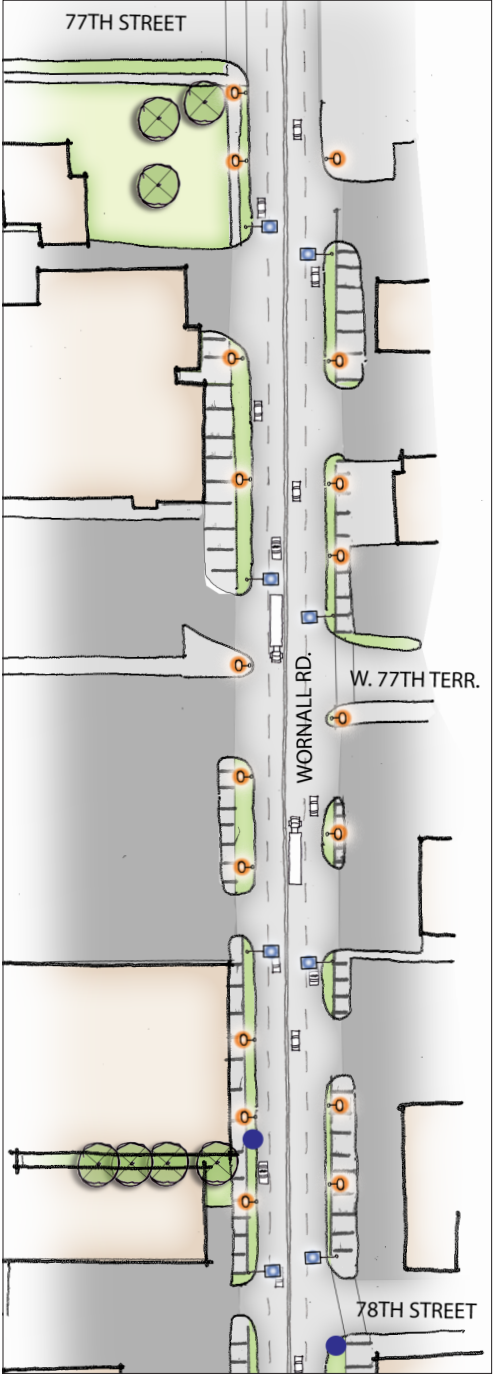


5.07 Concept Plan - 76th Street - 77th Street

WORNALL ROAD /  
76TH STREET - 77TH STREET

Proposed streetscape elements:

- Pedestrian lights along west side of Wornall
- Street lights on east & west sides of Wornall
- Sidewalk replacement on west side of Wornall Road to match recent improvements between 79th St. and 85th St.
- Secondary crosswalk markings at selected locations with properly aligned curb ramps
- Relocate metal gateway marker from 85th St. and Wornall to Ruth Bradford Memorial Park

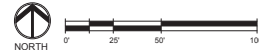
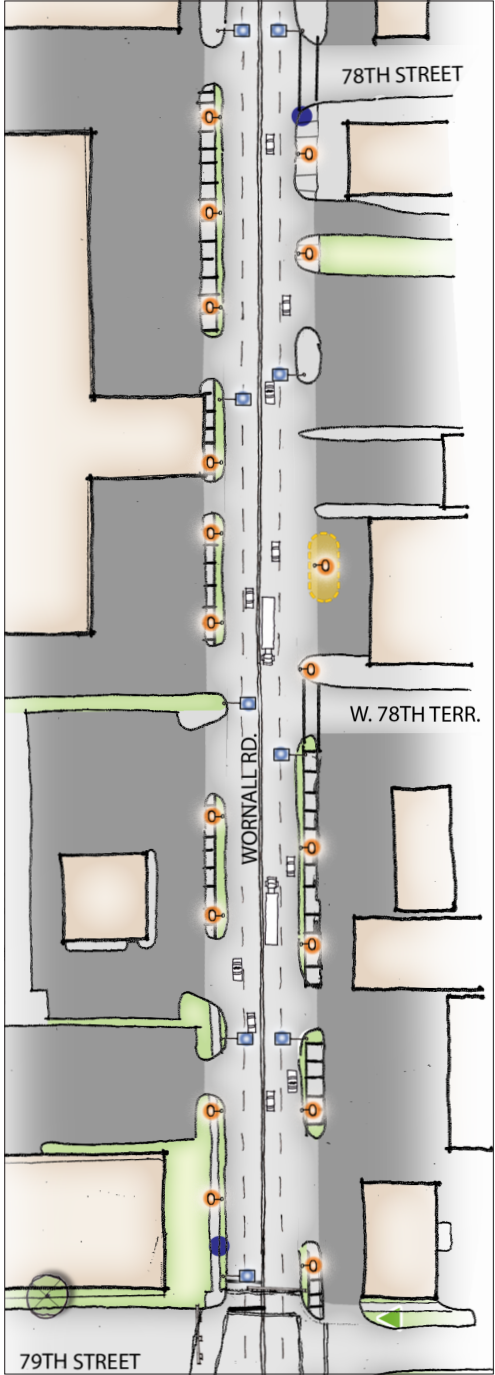


5.08 Concept Plan - 77th Street - 78th Street

WORNALL ROAD /  
77TH STREET - 78TH STREET

Proposed streetscape elements:

- Pedestrian lights along east and west sides of Wornall
- Street lights on east and west sides of Wornall
- Sidewalk replacement on east and west sides of Wornall Road to match recent improvements between 79th St. and 85th St.
- Secondary crosswalk markings at selected locations with properly aligned curb ramps



5.09 Concept Plan - 78th Street - 79th Street

WORNALL ROAD /  
78TH STREET - 79TH STREET

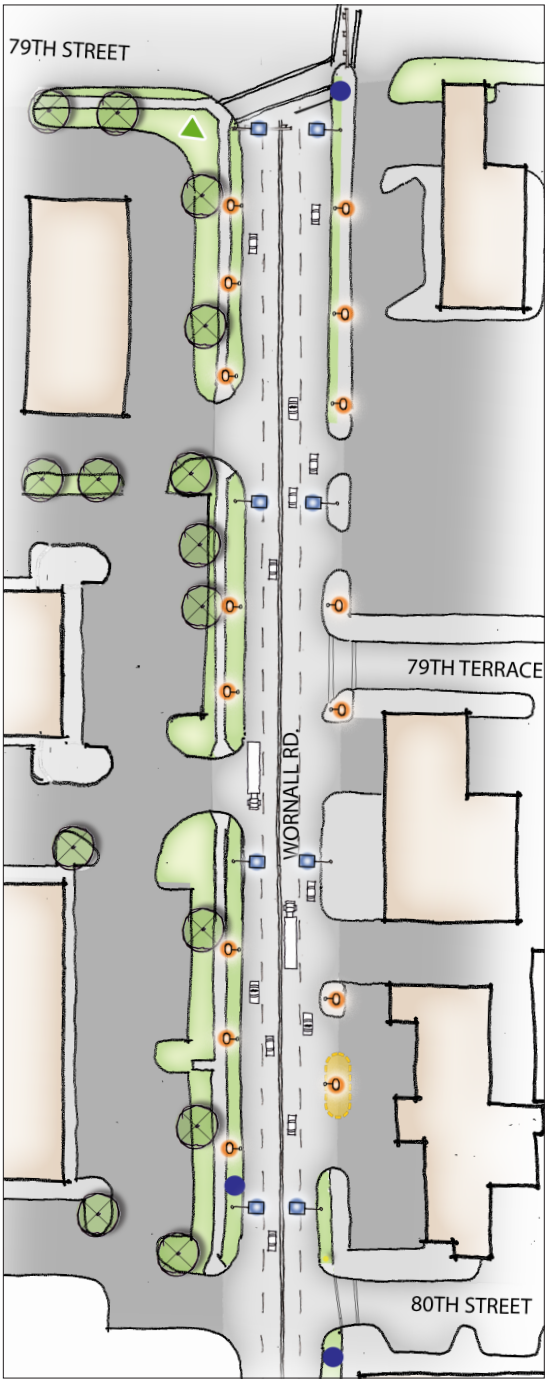
Proposed streetscape elements:

- Pedestrian lights along east and west sides of Wornall
- Street lights on east and west sides of Wornall
- Sidewalk replacement on east and west sides of Wornall Road to match recent improvements between 79th St. and 85th St.
- Secondary crosswalk markings at selected locations with properly aligned curb ramps
- Secondary gateway markers at 79th Street
- Explore access management and streetscape expansion at 7819 Wornall Road

**LEGEND**

- EXISTING TROLLEY TRAIL MARKER
- EXISTING GATEWAY MARKER
- RELOCATED GATEWAY MARKER
- PROPOSED PRIMARY MARKER
- PROPOSED SECONDARY MARKER
- PROPOSED TERTIARY MARKER
- PROPOSED STREET LIGHT
- PROPOSED PEDESTRIAN LIGHT
- EXISTING TRAFFIC SIGNAL
- PROPOSED HAWK SIGNAL
- EX. BUS STATION
- EX. BUS STOP SIGN
- EX. BUS STOP SIGN WITH EXISTING BENCH
- PROPOSED BENCH AT EX. BUS STOP SIGN
- PROPOSED STREET TREE
- EXISTING STREET TREE
- PROPOSED STREET TREE IN PLANTER
- POTENTIAL ACCESS MANAGEMENT / STREETScape EXPANSION OPPORTUNITY



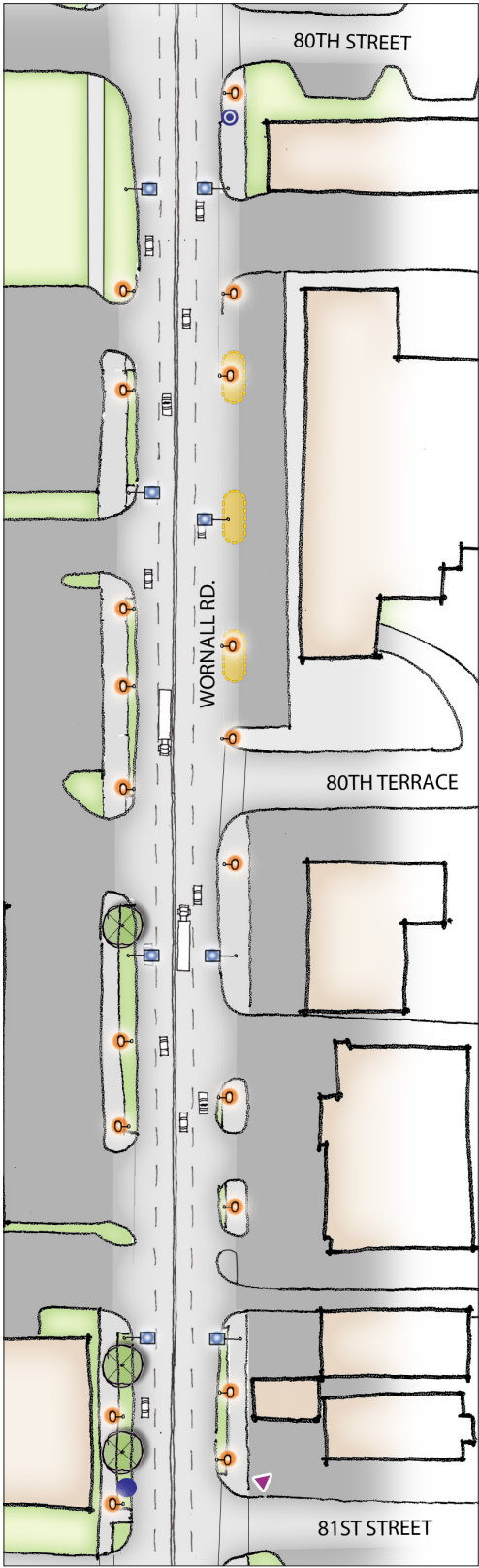


5.10 Concept Plan - 79th Street -80th Street

WORNALL ROAD /  
79TH STREET - 80TH STREET

Proposed streetscape elements:

- Pedestrian lights along east and west sides of Wornall
- Street lights on east & west sides of Wornall
- Secondary crosswalk markings at selected locations with properly aligned curb ramps
- Secondary gateway markers at 79th Street
- Explore access management and streetscape expansion at 7953 Wornall Road

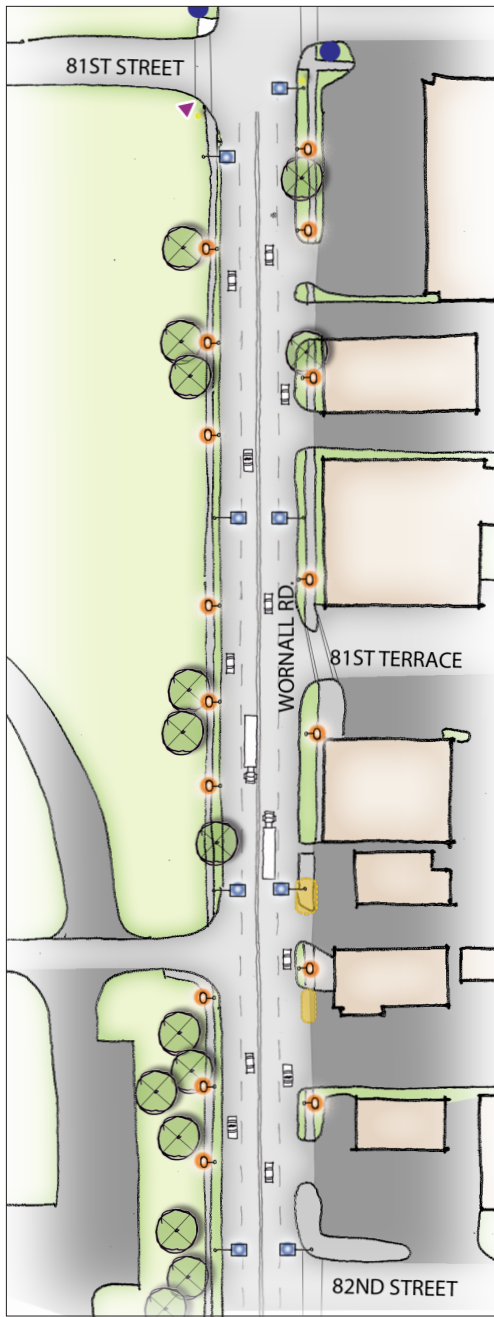


5.11 Concept Plan - 80th Street - 81st Street

WORNALL ROAD /  
80TH STREET - 81ST STREET

Proposed streetscape elements:

- Pedestrian lights along east and west sides of Wornall
- Street lights on east and west sides of Wornall
- Secondary crosswalk markings at selected locations with properly aligned curb ramps
- Tertiary gateway markers at 81st Street
- Add bench to existing KCATA bus stop at 80th St (NB)
- Explore access management and streetscape expansion at 8009 Wornall Road



5.12 Concept Plan - 81st Street -82nd Street

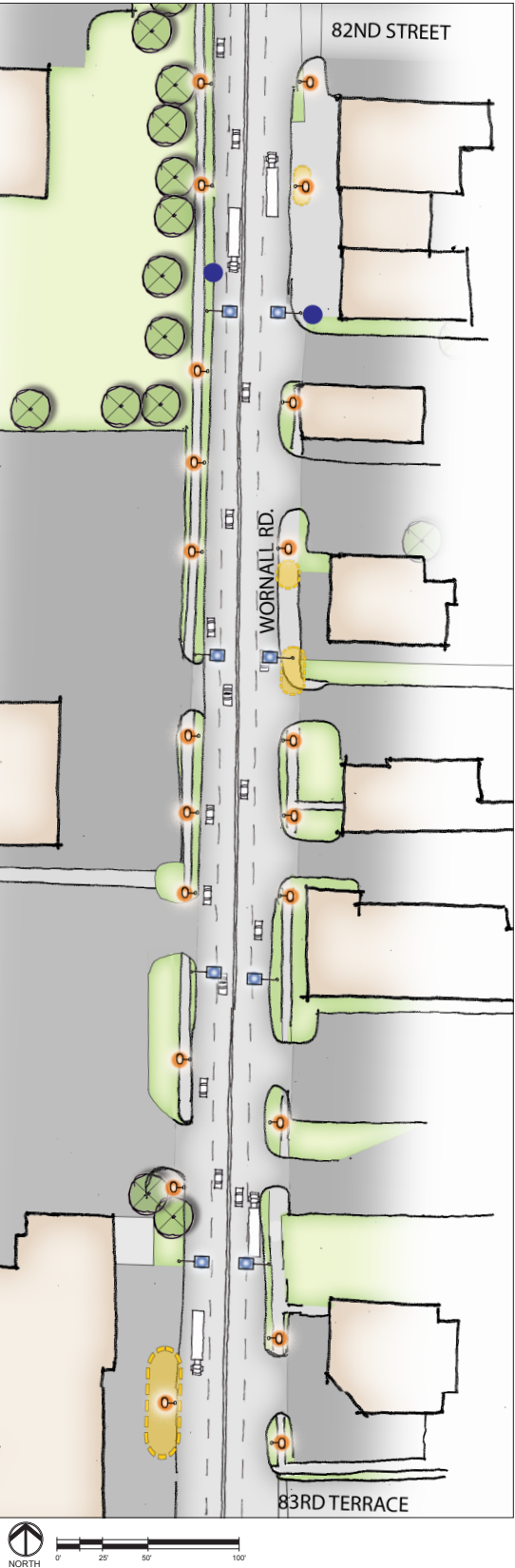
WORNALL ROAD /  
81ST STREET - 82ND STREET

Proposed streetscape elements:

- Pedestrian lights along east and west sides of Wornall
- Street lights on east and west sides of Wornall
- Secondary crosswalk markings at selected locations with properly aligned curb ramps
- Consider removal of crosswalk at 81st St.
- Tertiary gateway markers at 81st Street
- Explore access management and streetscape expansion at 8137 Wornall Road

**LEGEND**

- EXISTING TROLLEY TRAIL MARKER
- EXISTING GATEWAY MARKER
- RELOCATED GATEWAY MARKER
- PROPOSED PRIMARY MARKER
- PROPOSED SECONDARY MARKER
- PROPOSED TERTIARY MARKER
- PROPOSED STREET LIGHT
- PROPOSED PEDESTRIAN LIGHT
- EXISTING TRAFFIC SIGNAL
- PROPOSED HAWK SIGNAL
- EX. BUS STATION
- EX. BUS STOP SIGN
- EX. BUS STOP SIGN WITH EXISTING BENCH
- PROPOSED BENCH AT EX. BUS STOP SIGN
- PROPOSED STREET TREE
- EXISTING STREET TREE
- PROPOSED STREET TREE IN PLANTER
- POTENTIAL ACCESS MANAGEMENT / STREETScape EXPANSION OPPORTUNITY

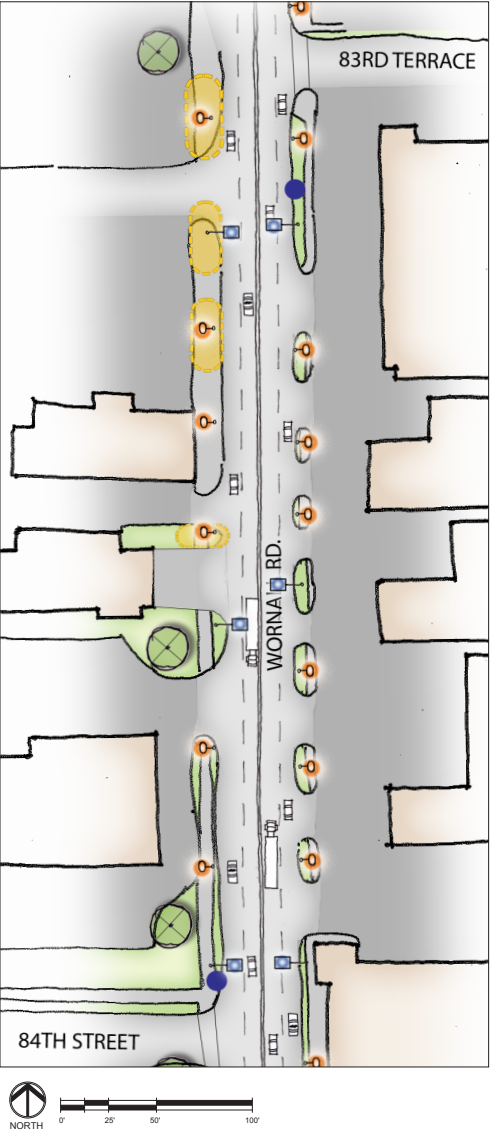


5.13 Concept Plan - 82nd Street - 83rd Terr.

WORNALL ROAD /  
82ND STREET - 83RD TERR

Proposed streetscape elements:

- Pedestrian lights along east and west sides of Wornall
- Street lights on east and west sides of Wornall
- Secondary crosswalk markings at selected locations with properly aligned curb ramps
- Explore access management and streetscape expansion at 8203, 8223 and 8240 Wornall Road
- 

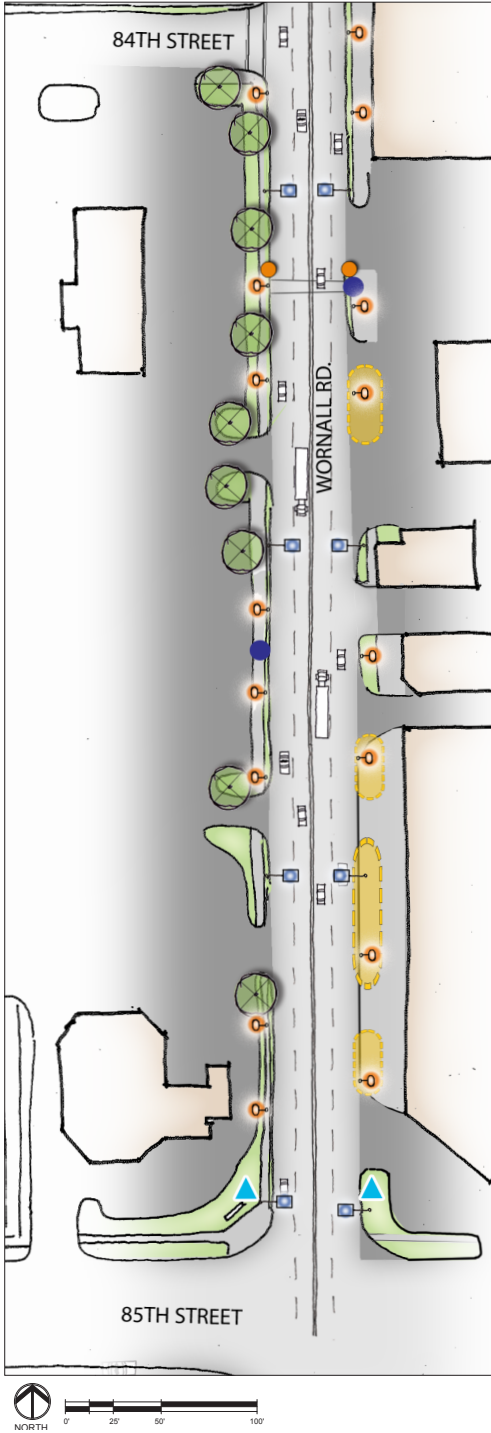


5.14 Concept Plan - 83rd Terr. - 84th Terr.

WORNALL ROAD /  
83RD TERR - 84TH STREET

Proposed streetscape elements:

- Pedestrian lights along east and west sides of Wornall
- Street lights on east and west sides of Wornall
- Secondary crosswalk markings at selected locations with properly aligned curb ramps
- Explore access management and streetscape expansion at 8240, 8314 and 8320 Wornall Road



5.15 Concept Plan - 84th Street - 85th Street

WORNALL ROAD /  
84TH STREET - 85TH STREET

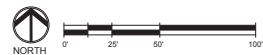
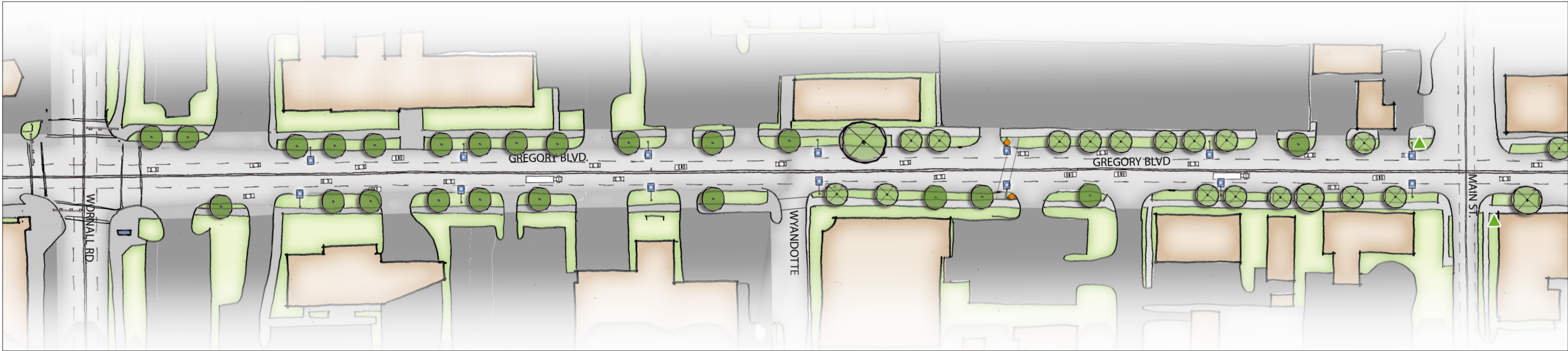
Proposed streetscape elements:

- Existing gateway marker at NW corner of Wornall and 85th to be modified to fit 'Kit of Parts'
- Pedestrian lights along east and west sides of Wornall
- Street lights along east and west sides of Wornall
- Secondary crosswalk markings at selected locations with properly aligned curb ramps
- Relocate existing metal gateway marker to Ruth Bradford Memorial Park. Replace with new primary gateway markers
- Explore access management and streetscape expansion at 8419 and 8431-8447 Wornall Road
- Consider addition of mid-block crosswalk and HAWK beacon just south of Wornall and 84th

**LEGEND**

- EXISTING TROLLEY TRAIL MARKER
- EXISTING GATEWAY MARKER
- RELOCATED GATEWAY MARKER
- PROPOSED PRIMARY MARKER
- PROPOSED SECONDARY MARKER
- PROPOSED TERTIARY MARKER
- PROPOSED STREET LIGHT
- PROPOSED PEDESTRIAN LIGHT
- EXISTING TRAFFIC SIGNAL
- PROPOSED HAWK SIGNAL
- EX. BUS STATION
- EX. BUS STOP SIGN
- EX. BUS STOP SIGN WITH EXISTING BENCH
- PROPOSED BENCH AT EX. BUS STOP SIGN
- PROPOSED STREET TREE
- EXISTING STREET TREE
- PROPOSED STREET TREE IN PLANTER
- POTENTIAL ACCESS MANAGEMENT / STREETScape EXPANSION OPPORTUNITY





5.16 Concept Plan - Gregory from Wornall to Main

GREGORY / WORNALL - WYANDOTTE

Proposed streetscape elements:

- Street lights along north & south sides of Gregory
- Street trees on north & south sides of Gregory where not existing

GREGORY / WYANDOTTE - MAIN

Proposed streetscape elements:

- Street lights along north & south sides of Gregory
- Street trees on north & south sides of Gregory where not existing
- High-Intensity Activated Crosswalk (HAWK) beacon at mid-block crosswalk
- Secondary gateway markers at Main

LEGEND

EXISTING TROLLEY TRAIL MARKER

EXISTING GATEWAY MARKER

RELOCATED GATEWAY MARKER

PROPOSED PRIMARY MARKER

PROPOSED SECONDARY MARKER

PROPOSED TERTIARY MARKER

PROPOSED STREET LIGHT

PROPOSED PEDESTRIAN LIGHT

EXISTING TRAFFIC SIGNAL

PROPOSED HAWK SIGNAL

EX. BUS STATION

EX. BUS STOP SIGN

EX. BUS STOP SIGN WITH EXISTING BENCH

PROPOSED BENCH AT EX. BUS STOP SIGN

PROPOSED STREET TREE

EXISTING STREET TREE

PROPOSED STREET TREE IN PLANTER

POTENTIAL ACCESS MANAGEMENT / STREETScape EXPANSION OPPORTUNITY





5.17 Concept Plan - Gregory from Main to Oak  
GREGORY / MAIN - GRAND (ROCKHILL)

Proposed streetscape elements:

- Street lights along north & south sides of Gregory
- Street trees on north & south sides of Gregory where not existing
- Consider addition of crosswalk and High-Intensity Activated Crosswalk (HAWK) beacon at Gregory and Grand/(Rockhill)
- Secondary gateway markers at Main

GREGORY / GRAND (ROCKHILL) - OAK

Proposed streetscape elements:

- Street lights along north & south sides of Gregory
- Pedestrian lights on south side of Gregory
- Pedestrian lights 1/2 block south on the west side of Oak (to drive)
- Pedestrian lights 1/2 block north on the east side of Oak (to end of parking)
- Street trees on north and south sides of Gregory where not existing
- Consider replacement of street trees at Oak & Wornall with street trees in planters with decorative railings
- Expanded sidewalk/amenity zone at corners of Gregory and Grand (Rockhill) and the northeast and southwest corners of Gregory and Oak and along south side of Gregory
  - Benches
  - Litter Receptacles
  - Planter Pots
  - Bike Racks
- Secondary gateway markers at NW & SW corners of Gregory and Oak
- Tertriary gateway marker at NE corner of Gregory and Oak

LEGEND

EXISTING NEIGHBORHOOD MARKER

EXISTING GATEWAY MARKER

RELOCATED GATEWAY MARKER

PROPOSED PRIMARY MARKER

PROPOSED SECONDARY MARKER

PROPOSED TERTIARY MARKER

PROPOSED STREET LIGHT

PROPOSED PEDESTRIAN LIGHT

EXISTING TRAFFIC SIGNAL

PROPOSED HAWK SIGNAL

EX. BUS STATION

EX. BUS STOP SIGN

EX. BUS STOP SIGN WITH EXISTING BENCH

PROPOSED BENCH AT EX. BUS STOP SIGN

PROPOSED STREET TREE

EXISTING STREET TREE

PROPOSED STREET TREE IN PLANTER

POTENTIAL ACCESS MANAGEMENT / STREETScape EXPANSION OPPORTUNITY

IMPLEMENTATION

This plan is intended to offer guidance as the streetscape enhancement project moves from these initial planning stages into final design and construction activities. To build upon the positive momentum achieved by the Task Force in the creation of this plan, an important first step is to receive formal approval of this plan from both the Waldo Community Improvement District (CID) Board as well as the Waldo Area Business Association Board of Directors. Once approved, this plan should also be shared with members of Kansas City, Missouri’s City Council and encourage the City to formally accept this plan as it pertains to the future of the Waldo area.

Just as representatives from several City departments were involved in the evaluation and development of this streetscape enhancement plan, it is important for the Waldo CID and City staff to work together and to coordinate future City-funded improvements that are planned to be implemented within this plan area. These efforts may include, but are not limited to, future sidewalk replacement, speed limit reduction and traffic signal coordination, street and pedestrian lighting upgrades, ADA upgrades, storm water management, water line replacements (and related surface reconstruction), and other similar capital improvement projects that could have potential for public-private partnerships.

Understanding that the CID has limited sources from which to generate capital for implementation, additional strategies should be utilized to pursue assistance and/or funding from through the City’s Public Improvement Advisory Committee (PIAC), Community Development Block Grants (CDBG), and other similar sources. Efforts should also be made to prioritize which public improvements are desired to be implemented initially, and to advocate for their consideration and inclusion in the City’s Capital Improvements Plan (CIP) - which prioritizes the construction of future public infrastructure improvements. Leveraging available CID capital funds as part of a larger overall project effort will likely improve the opportunities for securing additional public funds and provide for quicker realization of this vision for the Waldo District.

As part of this planning effort, conceptual opinions of probable construction costs were developed for the project area and provided as supplementary information to this planning document. These are anticipated to assist the

Waldo CID in identifying “order of magnitude” costs and to prioritize future implementation phases. There are a host of issues that can affect the final construction cost for improvements like these, and it is important to also factor in the need for on-going maintenance and operations costs to preserve and protect these investments over time.

Ultimately, a revitalized streetscape within the Waldo District will be most successful and beneficial to the community if a thoughtfully planned and funded implementation strategy is developed and followed. This strategy may involve organizing the overall project recommendations into smaller, achievable phases of construction. A balanced approach will be necessary to successfully address the stated need for these streetscape enhancements within identified budget capacities, available funding sources, and potential project partnership opportunities.





CONFLUENCE